


CLASSIFICATION ~~SECRET~~ *CONFIDENTIAL*COUNTRY Germany (Soviet Zone)REPORT NO. TOPIC Oranienburg Airfield~~CONFIDENTIAL~~EVALUATION see belowPLACE OBTAINED 



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DATE OF CONTENT 

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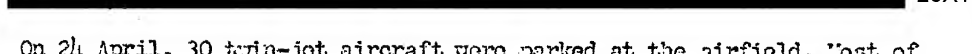
DATE OBTAINED DATE PREPARED 21 May 1951

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1. On 21 April 1951, residents from Oranienburg, who were employed by the Soviets, said that new air force units arrived during the preceding week and that some of the troops were billeted at the airfield, others in the White Town, a Kurmark Settlement. They also stated that the airfield has been enlarged as far as Loegobruich, that civilian houses had to be evacuated in the area expanded, and that new jet aircraft packed in crates had arrived. *
2. The jet aircraft seen at the field on 23 and 24 April had cigar-shaped fuselages, high rudder assemblies similar to those of the MiG-15s, the elevator assemblies fitted above the fuselages, power plants suspended from the wings and projected beyond the leading and trailing edges, landing gear wheels under the power plants, double nose wheels, and the cockpit mounted forward of the wings. The red number 17 was seen on the rudder assembly over the elevator assembly of the plane. On the basis of excavating observed,  a new runway and a taxiway were to be built, in addition to the two runways already there. Cement was hauled to the field on the two days of observation. A Dumbo radar set was observed on the northeastern edge of the field. A radio installation consisting of four masts made up in a square with a box 1 x 1 x 1 meter in the middle of the square, and an individual radio mast about 12 meters high were seen on the southeastern edge of the field. Of the motor vehicles observed previously the one with   
3. On 24 April, 30 twin-jet aircraft were parked at the airfield. Most of the planes were covered with dark brown tarpaulins so that no numbers could be seen. The air intake apertures of the suspended power plants were covered with light red lids. About 10 to 15 jet aircraft with swept-back wings were parked behind the twin-jet planes. * There was no flying although the weather was good. Five jet fighters with swept-back wings flew over the field at 11:25 a.m. A twin-engine passenger plane was seen flying over the field at 8:40 p.m.

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4. Three hundred meters from Wilhelminenhof canal bridge was a radio truck with two masts, about 25 to 30 meters apart, beside it. The two masts, one 6 meters high and the other 10 meters high, were connected to each other by a wire. Another wire, which was fitted on the 10-meter mast next to the radio truck, led to the ground. A radio installation with four masts was seen 200 meters south of the jet aircraft, 50 meters from the canal. A Dumbo radar set was set up directly on the bank of the canal. Between the hangar and the radio installation with four masts. A third radio installation with four masts was not far from the canal. A permanent hut was in the middle of the square of masts and about 15 meters from it there was a small square tent. No antenna or cable was seen leading to the tent. ***
5. In the afternoon of 25 April, 43 aircraft were counted at the field. The weather was good. Thirty-two of the planes were two engine jet planes. Since the planes were parked irregularly probably not all of them were seen. A twin-engine plane with a double rudder assembly flew over the field at 2:10 p.m. at a low altitude. It had a thick and clumsy tail. A drab yellow number 4, surrounded by two small red stripes, was seen on the rudder assembly.
6. On 27 April, about 30 twin-jet planes and five twin-engine aircraft with double rudder assemblies were parked in the northern section of the field. The exact number of jet planes could not be observed since some of the planes were continually aloft and the parked planes were arranged in a manner to take up as little space as possible.
7. The jet aircraft seen had plexiglass noses, small windows on the sides of the front section of the fuselages, a blister on the underside of the fuselages about in line with the air intake apertures of the power plants, and a rear gunner's station which was equipped with two machine guns or cannons. The power plants projected beyond the leading and trailing edges of the wings. No antenna was seen. All of the planes were painted silver. Some planes had a dark olive brown cover. The planes which were used for flying had no numbers but did have a red Soviet star on both the rudder assemblies above the elevator assemblies and on the sides of the fuselages behind the wings.
8. At 1:15 p.m. three jet aircraft took off toward the northwest at intervals of 20 seconds. The sky was 5/10 cloudy and became 10/10 overcast. There was a wind from the northwest, a cloud base of about 1,000 meters and visibility of about 5 to 7 km. The flight time could not be determined. Two or three more planes followed, taking off individually at intervals of about 10 to 15 minutes. They made long local flights flying individually or in wedge formation at an altitude of about 1,000 meters. The planes used about three quarters of the runway for taking off and about half of the runway or slightly more for landing.
9. Two jet planes landed at the field at 2:10 p.m. and then taxied to the dispersal area. It was observed that five men got out of each plane and five other fliers got into the plane. The men entered and left the planes through the belly turret. At about 3:10 p.m. the planes took off again. Refueling was not observed. [REDACTED] occupied by about 20 to 30 air force officers, went from the airfield to the White Town.

* [REDACTED] Comment. It has not been determined whether the twin-jet bombers stationed at the Oranienburg airfield since the beginning of April 1951, belong to a new air unit at the field or whether the bomber regiment previously stationed there has been re-equipped. From the observation in paragraph 5, made on 25 April, that 32 new type aircraft were counted at the field, it is concluded that the entire regiment is equipped with the new type aircraft.

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observed MiG-15s at the field. See paragraph 3 of the present report. These aircraft probably arrived in crates at the field, whereas the twin-jet planes most likely arrived by air.

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** Comment. The data supplements and corrects a previous report of the same source. See paragraph 2 of

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** Comment. For location of Dumbo radar set, The third radio installation was probably an Adcock DF.

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